



TIMBER TALK

Your Voice for South Carolina Timber Harvesting

JANUARY/FEBRUARY 2019

SCTPA 2019 Annual Meeting

LOG ON & TRUCK SAFE!

By Crad Jaynes, SCTPA President

First of all, I want to thank everyone who attended our 20th annual meeting as a sponsor, exhibitor, speaker, member and guest. The attendance was down somewhat and was expected due to the wet weather over the past three months. Many calls, texts and emails were received from members who usually attend, but could not due to having to work. Totally understandable. Attendance did end up at a little over 400 people. So THANKS to everyone for your support.

We had twenty-nine exhibitors with booths inside the conference center and several outside exhibits in the parking lot areas for trucks, trailers and equipment. Several exhibitors who had inside and outside exhibitor space indicated, the meeting was productive as



Carlton Owen, U.S. Endowment for Forests & Rural Communities

Thanks to our speakers for their great contributions. Rick Shell, Pre-Trip, LLC, Laurens and former SC State Transport Police Captain, provided an

excellent presentation entitled "Audit 101" describing what to expect should Federal DOT and/or SC State Transport Police visit and perform a trucking audit. Rick provides his services to assist companies with their trucking fleet management for regulations, documentation, training, etc.

Robert Crenshaw, Apprenticeship Carolina, Aiken office, presented the Logger Apprenticeship program for high school juniors and seniors and adults to participate to gain knowledge and expertise in being a valuable logging operation worker. Employers with logger apprentices can receive a tax break plus the apprentice gets paid while learning. Young adults under the age of 18, can go to the jobsite and be there, but cannot operate any equipment or perform any hazardous duties as part of the apprenticeship period. Beech Island Timber & Construction, Inc., Jackson, is the first SCTPA member logging business in the program to have apprentices.

Carlton Owen, U. S. Endowment for Forests & Rural Communities provided a great presentation at the luncheon to talk about the Endowment, its body

(Continued on page 2)

Inside ...

| 2019 Annual Meeting | Cover |
|---|-------|
| As We See It ... March 2019 | 6 |
| ALC Signs Coalition Letter Supporting Full Estate Tax Repeal | 7 |
| ALC "We the People" | 8 |
| Save Lives by Putting More Log Trucks on Interstates | 9 |
| WSRI - FRA Transition | 10 |
| 2019 Log-A-Load Charity Gold Tournament | 13 |
| Welcome New Members | 14 |
| ALC Peterbilt Rebate Program | 15 |
| WSRI Notes | 16 |
| Timber Industry Suffered \$1.3 Billion in Damage During Hurricane | 18 |
| ALC Applauds Bipartisan Support for Future Logging Careers Act | 20 |
| How the Internet Started, According to the Bible | 22 |
| Logger Diversified for Better Market Opportunities | 24 |
| Meeting with SCDOT at U.S. Hwy. 601 Traffic Circle | 27 |
| Southern Loggers Cooperative: Cutting the Cost of Doing Business | 28 |
| Western Star \$5,000 Truck Rebate | 29 |
| Protection from Eco-Terrorists | 31 |
| Team Safe Trucking Update | 34 |
| DMV Will Assist with Partial Payment of Fees | 37 |
| Mark Your Calendar | Back |

(Continued from page 1)

of work in providing funding for wood products development such as concrete containing wood fiber, cross laminated timber (CLT) for mass wood construction and others. He focused on the current Real Time Turn Time application pilot project going on with SCTPA and in SC. 334 trucks are involved in the pilot and more are needed to generate more accurate and viable data. The pilot uses GPS to track the actual turn time at mills. Not scale to scale, but the real turn time as to when the truck enters into the geo-fenced area around the mills. The logger, driver, foreman, loader operator, can use an "app" on their cell phone or other device that allows the real turn time to be displayed just by clicking on the mills shown on the state map. This tool is to assist in making better decisions regarding which market to deliver the products in the most time efficient manner.

Rick Qualiaroli representing the Forestry Insurance Company of the Southeast reviewed the captive insurance company's performance and described the success the captive was having for its insured clients and investors.

In the business session Larry Godwin, Sheheen, Hancock & Godwin reviewed the 2018 association financials, Robby Crowder, Secretary-Treasurer reported no bylaws recommendations or changes and board of directors elections were conducted. Congratulations to Josh Key, Beech Island Timber & Construction, Inc., Danny McKittrick, McKittrick Timber, LLC, John Rice, Rice Land & Timber, LLC, and Tommy Barnes, Ideal Logging, Inc. who were all re-elected to their seats. Joe Young, Low Country Forest Products, Inc., didn't run for re-election. We welcome to the SCTPA board of directors Carey "Buster" Harrison, Harrison Forest Products, Inc., Round O, as he was elected to serve a four year term. Buster will be great asset to the board and our industry.

Joe Young was presented the Board of Directors Service Award as he was an association founding father and served for twenty years as president, chairman and board member. Joe was also presented the award naming him Board of Directors Emeritus as he will be an honorary board member for life.

Congratulations to the four President's Award recipients. Shelley Bowman and Allison Lowe, Beech Is-

land Timber & Construction, Inc. received the award for their instrumental work in developing and implementing the Logger Apprenticeship program. Tommy Laney and Johnson Company, Inc., Sumter were recognized for their twenty years as a wood dealer member. Deloris Gordon, Ideal Systems, LLC received the award for her passionate and sincere support of professional timber harvesting.

Swamp Fox Agency's Timber Industry Leadership Award was presented to Ryan Walker, Walker & Walker Logging, LLC, Laurens, for his work in promotion, outreach and education for professional logging and sustainable forestry. Forestry Mutual Insurance Company's SC Logger of the Year was presented to Jack Gaston, Gaston Logging, LLC, Lockhart, for their outstanding performance in safety, business and operations.

The Honda Fourtrax Rubicon ATV was won by Lewis Young, Young Bros., Inc., Georgetown in our Big Drawing. The second place winner for the Honda Quiet Portable Generator was Drue Spigner, Johnson Company, Inc., Sumter. The third place winner for the 3-night 4-day stay at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront was won by Dewey Lambert, Leo Lambert Logging, Inc., Georgetown. Thanks to everyone for purchasing those Big Drawing tickets.

Congratulations to Noble H. Capps, Jr., Noble H. Capps Jr. Logging, Inc., Zirconia, NC for winning the One Of A Kind Loggers Special Edition SCTPA 20th Anniversary Special Brass Big Henry .44 Magnum Rifle engraved with logger scenes from around the country, SCTPA logo and 20th anniversary emblem. Thanks to all who purchased the rifle tickets.

Congratulations to Rudy Ritter, R. A. Ritter Logging Co., Inc., Moncks Corner for being the 2018 Gene Collins Logger Activist winner. An

award well deserved.

Special thanks to Port City Quartet for their performance and testimonies at our Sunday Prayer Breakfast. Great job and very inspirational.

Shout out to our SC Forestry Commission BMP foresters, Holly Welch and Eric West, for their leadership in presenting the TOP SFI Trained Annual Update Class

(Continued on page 3)



Crad reads Board Service Award plaque to Joe Young

(Continued from page 2)

on Saturday afternoon.

A special thanks goes out to my family for their help at our annual meeting. The meeting would not work without my family helping to make it a great meeting. Thanks to my wife Brenda, my sister-in-law Dee Peake and Dee's cousin Mary Rawl. Thank you!

So... mark your calendar now... our 2020 SCTPA Annual Membership Meeting will be February 7 – 9, 2020 at the DoubleTree Resort by Hilton Myrtle Beach Oceanfront, Myrtle Beach, SC. Plans are in the works already for our 2020 meeting.

Thanks again to everyone for contributing to our 2019 annual meeting. **Log On & Truck Safe!**



Board of Directors Meeting & Guests



SFI Top Class



(l-r) Greg Hutson, Ryan & Elaine Watkins



(l-r) Carlton Owen, U.S. Endowment, Bill Wilder, Duke Energy, Scott Phillips, SC State Forester



(l-r) Philip Sligh, Forestry Mutual Insurance Co., & Jack Gaston, Gaston Logging, LLC



Jonathan Lowe, accepting for Allison Low & Shelley Bowman, receives President's Award



Shelley Bowman talks Logger Apprenticeship Program with Beech Island Timber & Construction



Ruddy Ritter, 2018 Gene Collins Logger Activist Award winner



Deloris Gordon receives President Award



ATV winner Lewis Young



(l-r) Joe Young, Shelley Bowman, Deloris Gordon, Jonathan Lowe, Drue Spigner



Noble H. Capps, Jr., & his Big Henry Rifle

More Annual Meeting Photos



Presenting Port City guys with
SCTPA caps



Joe & Linda Young with
Word for the Day



Port City Boys



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Safe Routes Save Lives



Since the Spring of 1997, the American Loggers Council has walked the halls of Congress seeking to allow the industry's trucks the ability to haul state legal weight tolerances on the Federal Interstate Highway System in order to have available a safer route to the mills where those routes are available.

In the 22 years that we have made that request, not one member of Congress has told us that it was a bad idea, with the majority stating that it just makes sense. Over the course of 22 years, there have been many individual exemptions to allow those tolerances on sections of the Interstate, but it hasn't come without us pressuring Congress to do the right thing. In Maine, case studies illustrated the safety benefits of this exemption. Here's an excerpt of a 2010 report from H.O. Bouchard, a large logging and trucking firm, which helped lead to a permanent exemption for their weight tolerances that allows 100,000 pounds on a large portion of I-95.

H.O. Bouchard - Brian Bouchard, President of this large logging firm, decided to record some quantitative data. The company loaded two trucks to 99,800 pounds and measured their performance on two routes: the conventional state-road route that connects Hampden and Houlton—a distance of about 120 miles—and the newly accessible Interstate route. The driver recorded that, over the local-road route, the truck passed 86 pedestrian crosswalks, 30 street lights, 9 school crossings, 4 hospitals, 4 railroad crossings, and 644 oncoming vehicles. The truck using the Interstate passed zero of each. The truck confined to local roads shifted gears 192 times and applied brakes 68 times. The truck using the Interstate shifted 3 times and applied brakes only once. Apart from a

10-gallon reduction in fuel and corresponding reduction in emissions, says Bouchard, "the avoidance of risk and driver fatigue is huge."

As most members of Congress have stated, "It just makes sense." Isn't it time that members introduced language that allows our trucks to travel on those routes that are safer for the general public and our drivers as well?

As we've reported in the past, our efforts have been stymied by the railroad industry and Washington DC lobbyists, who are resistant to any policy changes that might invite competition. However, the policies we are seeking would only pertain to products being hauled in short distances, in this case from the forest to the mill and typically within a 150 air mile radius. We are not seeking exemptions for long-haul, nor to promote competition to the railroads. This is about safety, not profits. We will once again be in Washington this spring making visits to the Hill, seeking the cooperation of our legislators to introduce legislation that just makes sense and saves lives and reduces risk in the process.

We ask that you please make us aware with examples as to where this just makes sense in order to reduce risk and save lives. If you have a story that helps illustrate why this solution would result in a safer transportation system, please contact me at americanlogger@aol.com.

ALC Signs Coalition Letter Supporting Full Estate Tax Repeal

The American Loggers Council joined more than 150 associations and trade groups in backing legislation to fully repeal the 40 percent estate tax. The Family Business Coalition recently sent a letter thanking Senator John Thune and Congressman Jason Smith for introducing legislation to repeal this unfair tax.

Repealing the death tax would spur job creation and grow the economy. Many studies have quantified the potential job growth that would result from estate tax repeal. In 2017, the Tax Foundation found that the US could create over 150,000 jobs by repealing the estate tax. A 2012 study by the House Joint Economic Committee found that the death tax has destroyed over \$1.1 trillion of capital in the US economy – loss of small business capital means fewer jobs and lower wages.

The death tax is also unfair. It makes no sense to require grieving families to pay a confiscatory tax on their loved one's nest egg. Far too often this tax is paid by selling family assets like farms and logging businesses. Other times, employees of the family business must be laid off and payrolls slashed. No one should be punished for fulfilling the American dream.

"These associations, representing nearly every small business industry, are sending a strong message that the only permanent solution is full estate tax repeal," Palmer Schoening, chairman of the Family Business Coalition, said in a Feb. 20 news release accompanying the letter signed by the groups.



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“We The People”



“We the People of the United States, in Order to form a more perfect Union, establish Justice, ensure domestic Tranquility, provide for the common defense, promote the general Welfare, and secure the Blessings of Liberty to ourselves and our Posterity, do ordain and establish this Constitution for the United States of America.”

Perhaps the most powerful and meaningful 52 words ever put together, the Constitution of the United States of America is the supreme law of the United States. Empowered with the sovereign authority of the people by the framers and the consent of the legislatures of the states, it is the source of all government powers, and also provides important limitations on the government that protect the fundamental rights of United States citizens.

So why, as United States citizens, do we continue to blame the government for things that we can change that are within our power and authority granted in the Constitution of the United States of America? It is time that we accepted responsibility, accountability and ownership of what has become the partisan bickering in Washington, DC and quit complaining, blaming and making excuses for our failure to elect representatives that still value the wants and needs of the citizens of the United States that put them into office.

The mismanagement of our federal lands is a good example. Last year, while lives and property were being lost in Paradise, California, our “representatives” in Washington, DC spent their time bickering over language in the 2018 Farm bill that would have helped expedite the treatment of overgrown national forests, which could help reduce the number of catastrophic wildfires. The politicians spent more time debating the cause of the problems than considering real solutions to this crisis.

The blame game continued as usual as one party did not want to make it appear that the other party might actually be right when they called for active forest management to reduce forest fuels. If this is the new “norm” in Washington, then it is high time that “We the People” took back the sovereign power that is vested to us and fire those whose political interests take precedence over the needs of the people.

This also goes for the use of our federal interstate highway system to haul existing state legal loads along the safest route to the mills. We should not allow the federal government- or any federal agency- to hold states hostage by holding back highway funds if they do not comply with federal mandates. We the People should hold those same agencies accountable. We should call for the replacement of personnel as lives are lost due to regulations that only serve to force haulers onto secondary roads where they’re much more likely to be involved in an accident.

Members of the American Loggers Council will once again return to Washington, DC on April 4-6 to educate the 100+ new representatives on the Hill. We will give them the truth about our industry and the “who, where, why and how” of what we do to promote healthy, sustainable forests. Our strength is in our numbers and the contacts and relationships that we build during our visits. We need to tell our story before someone else tries to tell it for us. You are the expert in your field- no one else- and only you can convey the message that members of Congress need to hear. We ask that you please consider joining our ranks this year and help us, yes, We the People, chart the future and destiny of this profession that we call logging.



Save Lives by Putting More Log Trucks on Interstates

March 11, 2019, Hemphill, TX—

Fatal log truck collisions increased 41 percent between 2011 and 2015, according to a 2018 study by Virginia Tech researchers. Due to inconsistent truck weight tolerances between state and federal roads, trucks hauling logs to mills are often forced to use city, county and state roads, where more than 96 percent of log truck collisions occurred in the study. In response the American Loggers Council (ALC) have launched a "Safe Routes, Save Lives" initiative that seeks federal legislation enabling more log trucks to utilize federal interstates for more short-haul trips.

"Safe and efficient log hauling is essential to our industry and the nation's economy, but inconsistent truck weights are putting American lives at risk," said ALC Executive Vice President Daniel Dructor. "Since the Spring of 1997, the ALC has urged Congress to allow the industry's trucks to haul state legal weight tolerances on the Federal Interstate Highway System, which often provide safer routes to mills. As fatal log truck collisions increase, there is ample data suggesting that truck weight reform saves lives by routing log trucks away from schools, crosswalks, city intersections and railroad tracks."

In several states throughout the country, forest products from harvest sites to mills are allowed a tolerance more than the 80,000 lb. weight limits on interstates. In 2009 Congress approved a "safe route" pilot project in Maine that lifted federal truck weight limits on interstates. Congress provided a similar, yet limited exception in Minnesota, and in both cases the policy resulted in fewer collisions, reduced driver fatigue and improved equipment safety.

"The Associated Contract Loggers and Truckers of Minnesota (ACLТ) worked for ten years to allow logging trucks to utilize the Interstate system instead of rural roads or congested city and town roads," said ACLТ Executive Director Scott Dane. "A 26 mile priority corridor was approved a couple of years ago. Since then there have been no logging truck accidents on the previous route, nor on the new Interstate route. Unfortunately there are still hundreds of miles that

logging trucks must still use on rural, city and town roads where vehicular accident data reveals the largest incidents of accidents."

Due to the dangers of log hauling, the Virginia Tech study found that only five insurance companies nationally are willing to write log truck vehicle insurance. Forestry Mutual Insurance Company is one of those companies, and have joined the ALC in supporting the Safe Routes, Save Lives initiative.

"Insurers have much concern about log and chip trucks being forced to travel routes that are unsafe for



both the truck driver and the motoring public due to the 80,000 lb. interstate weight limits," said Jimmie Locklear, Business Development Manager at Forestry Mutual Insurance Company. "Traveling state and secondary roads greatly increase encounters with

school bus traffic and stops, school zones, intersections, driveway entrances and exits and many other driving challenges. Several preventable crashes with injury have taken place as result of log and chip trucks being forced to travel these higher risk highways. I hope these concerns can be addressed by finding ways to allow state specific weights on the interstate system."

Dructor said past efforts to pass truck weight reforms have been stymied by railroad companies resistant to competition for long-haul routes, yet the exemptions the ALC are seeking would only apply to short hauls typically within a 150-mile radius. Railroad companies commonly do not haul raw logs to sawmills in such short distances anyway.

"We are not seeking exemptions for long-haul, nor to promote competition to the railroads," Dructor said. "This is about safety, not profits. It's time for Congress to introduce legislation that just makes sense, saves lives, and reduces risk in the process."

CONTACT: Daniel Dructor, 409-625-0206, americanlogger@aol.com

WSRI – FRA Transition Announcement – February 2019

After 20 years of existence, for a variety of reasons, the Wood Supply Research Institute (WSRI) has decided that it is time to dissolve. The organization is transferring its assets, and some of its mission, to the Forest Resources Association (FRA). This move guarantees that WSRI's research on the wood supply chain will not be lost.

While the dissolution of a great industry partner is difficult, this is recognition that times have changed since WSRI was formed in 1999. WSRI was born out of a sincere desire on the part of wood suppliers and consumers to raise the caliber of dialog between them, and identify opportunities for supply chain efficiency that rewarded both parties through impartial research. Over the last 20 years WSRI has commissioned and published dozens of reports on topics related to logging, trucking, planning, communications, receiving mill efficiency, raw material sustainability, and more.

FRA is a natural fit for institutional history of supply chain research. As the national association representing the businesses that make up the wood supply chain from the loggers, to suppliers and consuming mills, FRA focuses on the safe, efficient, and sustainable harvest of forest products and their transport from woods to mill. WSRI's research on the industry is important to this effort and will continue to enhance FRA's mission going forward.

As WSRI begins to transition its activities and research over to FRA, we have made a

commitment to carry on and house WSRI's research on the forest resources supply chain. The FRA Executive Committee plans to restrict WSRI's assets to outreach efforts that will benefit the logging and trucking industry and more broadly the forest products supply chain when and as appropriate. The topics of interest include market dynamics, supply chain economics, factors affecting the wood supply chain, and supplier/manufacturer communications. FRA has also agreed to make WSRI's archives and completed research studies publicly available on its website for the use of improving the efficiency, stability, and business successes of the total wood supply system.

FRA would like to recognize WSRI for its impact in bringing together all parts of the wood supply chain to address issues through research. These studies being absorbed into FRA are valuable to both FRA members and the forest resources industry at large. We will make sure FRA continues to be the best place to both host this research and to further advance initiatives that bring value to this sector of the supply chain.



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2019 Log-A-Load CHARITY GOLF TOURNAMENT

Benefiting [Levine Children's Hospital](#)

Captains Choice Tournament

Date: April 23, 2019

Place: Springfield Golf Club, 639 Hambley House Ln., Fort Mill, SC 29715

Time: Registration 11:30 a.m. – 12:30pm Shotgun Start 12:30 pm Dinner 5:00 p.m.

Levels of Sponsorships

GOLD \$1,000 Includes 4 players, Name Recognition on Banner, & Appreciation Gift

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Two additional players \$170 – Total of \$670 for Team

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- ☐ **Sponsorship Only:** If you are unable to attend please indicate by checking the box to the left. We greatly appreciate your support and will proudly include your logo on our signage at the event!!!
- ☐ **Without Sponsorship - Entry Fee:** \$300.00 per Team or \$85 per Individual

Name (Captain): _____ **Phone Number:** _____

Mailing Address: _____

Player 1 Name: _____ **Handicap:** _____ **T-shirt Size:** _____

Player 2 Name: _____ **Handicap:** _____ **T-shirt Size:** _____

Player 3 Name: _____ **Handicap:** _____ **T-shirt Size:** _____

Player 4 Name: _____ **Handicap:** _____ **T-shirt Size:** _____

Total: _____

Maximum of 24 Teams. Please list if you have a pre-selected foursome. If not we will be glad to pair you up with a great team. **Maximum Handicap is 25 per player - Team Handicap is based on 10% of total.

***Send Form & Check Payable to [Log A Load for Kids](#) to:**
Forestry Association of SC, Attn: Emily Oakman, 4901 Broad River Road, Columbia, SC 29212

Questions can be directed to one of our Forestry Association committee members listed below:
Bob Schaefer (919-980-1500), Jamie Lipscomb (803-246-0327), Marshall Thompson (704-441-5810) or Alan Schaefer (843-758-4667)



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South Carolina's forest products industry.*

AMERICAN LOGGERS COUNCIL (ALC) PROGRAM DETAILS



567



Peterbilt is pleased to offer the American Loggers Council (ALC) the following rebate incentive:

Program Details:

- Members receive a \$2,000 **CASH** rebate on Models 567, 367, or 365.
- Limited to three (3) rebates per member for calendar year 2019.
- ALC members must be in good standing for at least 90 days prior to taking retail delivery.
- ALC members must take retail delivery between **January 1, 2019** and **December 31, 2019**.
Retail delivery is defined as the time the ownership of the truck is transferred from the Peterbilt dealer to the customer.

Other Details:

- Request for customer rebate incentives must be **received by ALC** within 90 days of taking retail delivery.
- Allow 6 to 8 weeks for check to process.
- This program may not be combined with any other rebate offers from Peterbilt.



WSRI Notes

February 11, 2019

My previous “Notes” were released in May 2018. This final “Notes” will summarize WSRI activities since then including the WSRI dissolution actions. WSRI will officially cease to exist later this month.



Since the WSRI annual meeting in New Orleans my communications with the full membership on the subject of WSRI’s future have been sparse. It was not until late November 2018 that the details about our dissolution and transfer to FRA were solid enough to discuss widely without causing speculation and/or the circulation of false information. I wanted all who read this to understand that proper input was gathered and the WSRI Bylaws were adhered to throughout the process.

All “Notes” start with the budget so this one will be too.

- **Budget stuff**
 - ◊ As of January 31, 2019 WSRI had net assets of \$108,700.
 - ◊ All remaining research obligations were paid before the end of 2018 including three installments to Sewall for their work on our Certified Logger Programs project and seven installments to Team Safe Trucking to support training module development and deployment.
 - ◊ A reasonable projection of WSRI assets that will transfer to FRA when WSRI officially shuts down at the end of February 2019 is around \$93,000. At that time all of WSRI’s financial obligations will have been satisfied.
- **Projects Completed**
 - ◊ Two great projects were completed in the second half of 2018.
 - ◊ The first with Team Safe Trucking to develop log truck safety and awareness training modules and deploy them met its goal of synergizing that part of the Team Safe agenda. The importance of WSRI’s contribution to the effort has been well publicized. Team Safe continues to expand the program with an industry support that is broader than when WSRI first stepped in.
 - ◊ Our second project, *Value Assessment of Certified Logger Programs* was completed and published by James W. Sewall company in late October. All WSRI members received a copy and it can be accessed on the WSRI website.
- **Summary of Discussions, Decisions and Actions Leading to the Dissolution of WSRI**
 - ◊ At its annual meeting in April WSRI officers and others agreed that major decisions about the future of WSRI needed to be made in 2018. Membership trends, funding, direction, and the coordination of WSRI’s efforts with those of other organizations demanded a definitive recommendation on a plan of action to the Board.

(Continued from page 16)

- ◇ Members of the Executive Committee met face-t-face in Atlanta in July. At that meeting they considered three options: continue under the current structure, shut down immediately and refund remaining assets to current members, or explore options for some other organization to take over some or all of the WSRI mission. The Executive Committee immediately ruled out option one. They then elected to explore option three and make a decisions on that option by the end of September. If no suitable third party arrangement could be found, the Executive Committee would then recommend option two to the Board.
- ◇ Two organizations expressed plausible interest in taking over some form of the WSRI mission. The first was Forisk. The other was the Forest Resources Association. The WSRI Executive Committee was asked by FRA to wait until after their Board meeting in October for a formal response to the idea.
- ◇ Once FRA expressed their official interest, the WSRI Executive Committee considered the options again. The ten member EC was not immediately unanimous in its opinion with some preferring the FRA option, some of the Forisk, and some preferring to simply shut down. After some discussion, it was agreed that FRA's organizational outreach offered the best option for housing and making available the legacy work of WSRI, and potentially doing additional useful work similar to WSRI's.
- ◇ In November the FRA option was put before the WSRI Board for approval. 80% of the Board members voted in favor of proceeding with the FRA option. None voted against.
- ◇ With approval of the WSRI Board in hand, executive director Carruth along with chairman Brad Fuller, FRA president Deb Hawkinson, and attorney Tony Macleod dove into the task of legally dissolving WSRI, consummating a formal transfer agreement with FRA, and addressing the financials. The filing of reports in Delaware where WSRI was incorporated along with required dissolution announcements were among the complications. It became obvious that WSRI could not unwind before the end of February 2019.
- ◇ As of this writing it appears that all tasks associated with the dissolution of WSRI and transfer of remaining assets to FRA are complete or are properly filed. Executive Director Carruth will officially step away at the end of February. FRA will assume the responsibilities defined in the General Assignment and Bill of Sale dated January 15, 2019, a copy of which currently can be found on the WSRI website.

WSRI tanks all of its many supporters of the last twenty years including its members, the many researchers we worked with, and others who have taken an interest in our work.

WSRI Chairman—Brad Fuller

WSRI Executive Director—Steve Carruth

- Cell Phone—843-209-0765
- Lane Line—304-572-5195
- Email—stevecarruth@yahoo.com

The timber industry suffered about \$1.3 billion in damage during the hurricane.

By Brendan Farrington / The Associated Press
Posted Jan 22, 2019, The Gainesville Sun

TALLAHASSEE — It could take a decade or more for Florida's timber industry to recover from Hurricane Michael's devastation, and the countless downed trees pose an immediate wildfire threat, Florida Forest Service Director Jim Karels told a Senate committee Tuesday.

Karels told the Senate Agriculture Committee that about 1.4 million acres had severe or catastrophic tree loss, meaning 75 to 95 percent of the pine trees were damaged or destroyed. He said a 20-mile (32-kilometer) swath from the Gulf of Mexico to the Georgia border was the worst hit area. More than 16,000 private landowners were affected overall, including moderate damage far beyond the storm's eye, he said.

Karels recommended the state provide \$20 million to help landowners clear fallen trees and start replanting the forests. He also recommended spending nearly \$9 million for equipment and programs to help reduce the fire threat.

"It would help landowners remove their debris," he said. "It's really geared towards getting that rural economy back on its feet (and) reducing the fire threat."

The timber industry suffered about \$1.3 billion in damage during the storm.



Democratic Sen. Bill Montford said he represents many of those communities and timber is one of the largest employers after schools and prisons.

"You're at the point where what was an asset is now a liability," Montford said. "This is more than a timber issue here, this is a long-range financial stress we're looking at."

Karels said landowners in hard-hit areas will have to pay about \$1,000 an acre to clear the debris from their land.

"That timber you're looking at there was probably (worth) \$2,000 an acre, and possibly they will get zero dollars for it right now, and then they have the liability," he said.

Montford worried that some landowners won't be able to recover. "I'm not sure if many of these people can afford \$500 to \$1,000 an acre to clear, prep and reseed," he said.

Karels said there could be a shortage of contractors available to clear the land, as well as a shortage of seedlings to replace the trees that were lost.



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My experience includes 34 years as a state police officer, 15 of these years as a State Transport Police Captain. I'm a licensed private investigator; I conducted background investigations for SCHP and internal investigations for the SCDPS Internal Affairs Division. I'm also trained as a collision re-constructionist. I recently completed the North American Transportation Management Institute (NATMI) classroom training for Certified Director of Safety (CDS) and Certified Safety Supervisor (CSS) on May 11, 2018, full certification is pending.

Richard G. Shell, Jr. (864) 720-4832

Captain, State Transport Police, Retired

American Loggers Council Applauds Bipartisan Support for Future Logging Careers Act

House, Senate legislation allows 16- and 17-year-olds to work in mechanized logging operations under parental supervision



March 15, 2019,
Hemphill, TX— The
American Loggers
Council (ALC) today
applauded the in-
troduction of the
bipartisan Future
Logging Careers Act
in both the U.S.

House of Representatives and U.S. Senate. The legislation amends the Fair Labor Standards Act of 1938 to allow 16- and 17-year-olds to work in mechanized logging operations under parental supervision.

"As with many industries today, logging is facing a shortage of workers now and into the future," said ALC Executive Vice President Daniel Dructor. "It will be increasingly difficult for our industry to meet the strong domestic demand for lumber, paper and other wood products essential for our nation. The Future Logging Careers Act is one solution will help the logging industry meet its future workforce needs while supporting small, family-owned businesses."

"We thank U.S. Senators Jim Risch (R-ID) and Angus King (I-ME) and U.S. Representatives Jared Golden (D-ME) and Glenn 'GT' Thompson (R-PA) for introducing this important legislation for America's loggers."

Dructor said the Future Logging Careers Act would extend an existing agricultural exemption, now enjoyed by family farmers and ranchers, to enable family-owned logging businesses to train their sixteen- and seventeen-year-old sons and daughters in mechanized timber harvesting. The exemption would ensure that the next generation of mechanized timber harvesters can gain the needed on-the-ground training and experience under the close supervision of their parents who have a vested

interest in their children's safety and in passing down the profession to the next generation.

"Like farming and ranching, the timber harvesting profession is often a family run business where the practice and techniques of harvesting and transporting forest products from the forest to receiving mills is passed down from one generation to the next," Dructor said. "Timber harvesting operations are also very similar to family farms with sophisticated and expensive harvesting equipment that requires young family members to learn how to run the business, including equipment operation and maintenance, prior to reaching the age of eighteen."

The Future Logging Careers Act does not permit 16- and 17-year-olds "the manual use of chain saws to fell and process timber and the use of cable skidders to bring the timber to the landing." This means the legislation is carefully written to give young loggers needed training with mechanized equipment and new technologies.

"As professional timber harvesters we are deeply committed to promoting safety in the woods, and on the roads, in the hope that someday logging is not included in the annual list of 'America's Most Dangerous Professions,' Dructor said. "To enable young loggers learn the trade and safe practices in a supervised setting, we urge Congress to pass this important measure without delay."

CONTACT: Daniel Dructor, 409-625-0206, americanlogger@aol.com





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HOW THE INTERNET STARTED, ACCORDING TO THE BIBLE



Please do not Google or check this with Snopes. They will lie to you. Trust me!

In ancient Israel, it came to pass that a trader by the name of Abraham Com did take unto himself a healthy young wife by the name of Dorothy. And Dot Com was a homely woman, large of breast, broad of shoulder and long of leg. Indeed, she was often called Amazon Dot Com.

And she said unto Abraham, her husband, "Why dost thou travel so far from town to town with thy goods when thou canst trade without ever leaving thy tent?"

And Abraham did look at her as though she were several saddle bags short of a camel load, but simply said, "How, dear?"

And Dot replied, "I will place drums in all the towns and drums in between to send messages saying what you have for sale, and they will reply telling you who hath the best price. The sale can be made on the drums and delivery made by Uriah's Pony Stable (UPS)."

Abraham thought long and decided he would let Dot have her way with the drums. And the drums rang out and were an immediate success. Abraham sold all the goods he had at the top price, without ever having to move from his tent.

To prevent neighboring countries from overhearing what the drums were saying, Dot devised a system that only she and the drummers knew. It was known as Must Send Drum Over Sound (MSDOS), and she also developed a language to transmit ideas and pictures - Hebrew to the People (HTTP).

And the young men did take to Dot Com's trading as doth the greedy horsefly take to camel dung. They were called Nomadic Ecclesiastical Rich Dominican Sybarites, or NERDS. And lo, the land was so feverish with joy at the new riches and the deafening sound of drums that no one noticed that the real riches were going to that enterprising drum dealer, Brother William of Gates, who bought off every drum maker in the land. Indeed he did insist on drums to be made that would work only with Brother Gates' drum heads and drumsticks.

And Dot did say, "Oh, Abraham, what we have started is being taken over by others." And Abraham looked out over the Bay of Ezekiel, or eBay as it came to be known. He said, "We need a name that reflects what we are." And Dot replied, "Young Ambitious Hebrew Owner Operators." "YAHOO," said Abraham. And because it was Dot's idea, they named it YAHOO Dot Com.

Abraham's cousin, Joshua, being the young Gregarious Energetic Educated Kid (GEEK) that he was, soon started using Dot's drums to locate things around the countryside.

It soon became known as God's Own Official Guide to Locating Everything (GOOGLE). That is how it all began. And that's the truth. Believe me!

I would not make up this stuff.

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THANK YOU FOR ALL OF YOUR SUPPORT

Logger diversifies for better market opportunities

By Wendy Howell, Williams-Grand Canyon News & Western News & Info, Inc., Jan. 15, 2019



WILLIAMS, Ariz. — Finding trees has never been a problem for Jim Perkin's logging company, but finding someone to buy them is another story.

Perkins, who is the CEO of Perkins Timber Harvesting, is not the only logger to run into the problem, but as a small family operation he has been able to diversify in order to survive.

The past few years Perkins has relied on the chipping and pallet markets to purchase his timber products, but as that market has become saturated, Perkins is turning to operating his own sawmill.

"We bought this mill last summer and my crew spent a few months getting it running," Perkins said. "It sat idle in New Mexico for the past 8 years.

Perkins said purchasing the sawmill has allowed his company to diversify. He opened another company he named Perkins Natural Resources, which will process and market the cut logs.

"By putting in the mill we have created a market for our logs — it has created another stream of income for us," he said.

The mill has already begun producing for the company, with cut timber being trucked out of state.

"The lumber is going to Mexico," Perkins said. "A company out of San Diego is a broker and buys all of the lumber. The lumber will be used for pallets and in a brewery — I'm not sure what they use it for in a brewery."

Perkins said the new sawmill is simple and efficient

with four large electric motors and chippers that adjust to the prescribed size of the lumber.

"The operator looks at the log to see what is needed and pushes a button," he said. "The chipper heads come into the log and chip a 4x4 out of it."

The chips fall onto the green chain and onto the conveyor which creates a pile. The chips are then trucked to Gro-well in Phoenix to be bagged for places such as Home Depot and Lowe's, Perkins said.

Perkins said last year was a struggle for his company as markets dried up and the weather hindered their operation.

"We had a bad year last year starting off because we had no markets," he said. "We only had two feet of snow all winter and one of our markets had 500 loads on their yard ready for the snow."

Perkins said he also lost money in small private operations where he bid too low on some projects. "It's a struggle," he said. "We don't have millions of dollars to spend."

Perkins said he likes to get his income from timber harvesting and now lumber from the new mill. He said he contracts out for the trucking of the logs and the chips. "I don't like trucking, it's a hazard," he said. "There is no money in trucking."

Perkins said his company has just completed a timber sale with the US Forest Service and now will be working on a project for Arizona State Forestry.

"I pay a little for the wood, but they pay me for the cutting," he said. "It's a stewardship contract, but we get paid to cut it."

Perkins said the method the USFS uses for timber sales has made cutting on those sales less profitable. "The scale sales charge you by the ton and you have to weigh every load, it's not very feasible, I don't make any money," he said.

Perkins said the advantage of a small timber operation is the ability to adjust and seek other avenues for revenue without much overhead.

"We're survivors," he said. "We like to keep it small, keep it simple."



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Meeting with SCDOT at U.S. Hwy 601 Traffic Circle

On Wednesday, March 13th, Crad Jaynes, SCTPA, Michael Walker, IP Eastover Fiber Supply Manger and Guy Sabin, Forestry Association of SC met with SC Department of Transportation's Derek Frick, Resident Construction Engineer and Timothy Gemensky, P.E. to discuss needed improvements to the U.S. 601 traffic circle north of the International Paper Eastover mill.



Since the traffic circle construction and its completion there have been three log truck rollover incidences. Initially SCTPA, FASC and IP all weighed in with SCDOT regarding the traffic circle's construction and the need to accommodate wood trucks hauling tree length and double deck loads.

Derek and Tim presented the engineering drawing and showed and described the changes and improvements to be made. The circle north side entrance would be widened and the curbing moved back to provide a more direct line into the roundabout. Same will be done on the south side exit going toward the mill. The trailer apron in the roundabout center will be flattened and modified to not have the elevation it has now which contributes to the risk of rollovers. Additional signage will be posted for warnings about rollover and speed.

The improvements will be done in sections so as not to create any more traffic delays than needed. The construction should take 4 to 5 weeks and should begin hopefully next month, provided the



weather cooperates. Per Derek and Tim, the construction company has indicated there would be flagger present 24 hours a day.

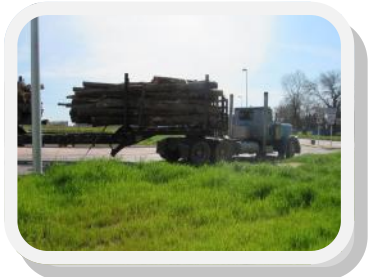
Roundabouts are constructed where there are several roads converging at one point with traffic

flow from varying directions. And where the intersection has had vehicle accidents and fatalities caused by drivers running a stop sign, vehicle tee-bone accidents and



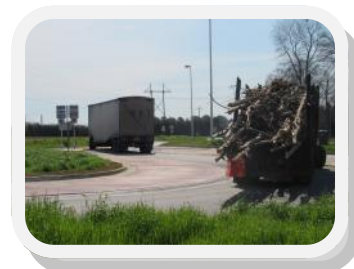
generally disruptive traffic flow.

And believe this... while standing on the south side of the roundabout for our meeting, we witnessed an "almost" rollover with a double deck log load. The fifth wheel on that tractor had to be the strongest in the world to hold that trailer to the truck as it tilted outward on the circle's south side prior to exiting. It was a pretty scary sight. But the primary cause of this near miss rollover was the driver was going TOO



fast in the roundabout. **Drivers SLOW DOWN!!**

All three of us were very pleased with SCDOT's response to this issue and willingness to improve the roundabout to reduce the risks of accidents and rollovers. As Derek said, this has been a learning experience for them and will now be better at designing roundabouts where there is a large volume of wood trucks. How about... bigger radius, straighter entrance and exit, level ground around the entire roundabout. I feel they "get it" now. Thanks again SCDOT for your help.



Southern Loggers Cooperative: Cutting The Cost Of Doing Business

By Todd Martin, Executive Director/CEO, Southern Loggers Cooperative

As the Executive Director/CEO of the Southern Loggers Cooperative, I take much pride in pushing forward the mission of the SLC which is “Cutting The Cost Of Doing Business For Our Members”! My entire life has been surrounded by logging and the forest products industry. From an early age and especially early in my career, I can remember my father saying to others and specifically to me “If we do not take care of our loggers, the timber industry is going to have major issues in the future!” It sure seems like he was on to something! It is with that mindset that I proudly accepted my position with the Southern Loggers Cooperative in late 2012.



Prior to taking this position, I was well aware of the American Loggers Council and what it stood for. Since I was closely associated with past ALC President – the late Travis Taylor and even worked for him for 3 years after selling him my chip mill in Winnfield, Louisiana as his general manager; there was no way that I could not be well aware of mission of the ALC. I have to admit, however, that it wasn't until after I began my work with the SLC that I truly understood the depth of the amazing work that the ALC does for its members.

As I began my work with the SLC and focused on our mission, I felt strongly that we were headed in the right direction as far as furnishing products (primarily diesel fuel) and services to our members to save them money and put money back in their pocket. However, after starting to get more involved with the ALC and its dedicated focus to helping loggers on a national scale, I also recognized that

advocacy and tackling issues facing loggers was a way that the SLC could take our mission a step further and indirectly save our members money. Since I knew that the SLC needed to remain focused on what we were good at and that there was no reason in trying to reinvent the wheel, I felt strongly that becoming more heavily involved with the SLC was the efficient way to accomplish that goal for SLC members. The ALC, at least in my mind, were the experts at advocacy for our industry. With that in mind, we quickly upped our sponsorship of the ALC from Iron Sponsor to Silver Sponsor. Seeing and realizing the great benefit that our members were receiving from the work that Danny and the ALC were doing, our board of directors unanimously approved moving our sponsorship level from Silver to the top Platinum Sponsorship.

In early 2018, Danny Dructor and I started talking about how the ALC and the SLC could become more closely joined so that members from both organizations could become even stronger. It was obvious that the SLC needed to become not just a sponsor, but a member of the American Loggers Council. With those discussions, the process was started and the SLC officially applied for membership in the ALC. Over the next several months through the membership process and our eventual acceptance as members, Danny and I started brainstorming about how our over 3,000 members combined with the membership of the ALC could become a stronger voice and benefit each other. Well, as you can imagine, the flood gates of ideas opened up and we were off and running.

While we realized that some of our membership overlaps with the membership of the ALC, we also knew that there were many of our members that were not members of the ALC through other associations. Now they are members of the ALC through their membership in the SLC which adds benefits and savings for our members and that only makes both organizations stronger. As the SLC moves forward with our partnership with the ALC, it is our desire that members of both organizations will truly benefit. We realize that not all ALC members are members of the SLC due to the fact that we do not have our stations located in their areas (yet). With the SLC's acceptance as full members of the

ALC making all members of the SLC members of the ALC, it makes perfect sense to us to push for-

(Continued from page 28)

ward many other benefits and savings for members of both organizations through the ALC as an actual ALC program. The SLC is not about needing or wanting credit for having a program attached to our name, we are only focused on saving our members money and if that is through a combined effort to establish a program through the ALC, then we are all for it! It is the SLC's desire that ALL loggers, whether a member of the SLC or not, to be successful and we want to help them all cut the cost of doing business. Imagine the buying power that The SLC's 3000+ members and the membership of the ALC will have as we pitch potential programs to vendors. It can and will be unlimited!

So, as the Executive Director/CEO of the Southern Loggers Cooperative, I can safely say that we are proud that we are members of the American Loggers

Council and we look forward to working even more closely with the ALC in the future to continue the advocacy work for members and to "Cut The Cost Of Doing Business For Our Members"!

SCTPA Comments: SCTPA is proud to be a partner with Southern Loggers Cooperative here in South Carolina. SLC has three fuel depots here in the Palmetto State. SC SLC depots are located in Allendale, Georgetown and Orangeburg. More depots are in the plans for the future. Many of our members are utilizing the SLC depots to save fuel costs. For the nominal membership in SLC, the savings for On and Off Road fuel will more than make up for the membership fee. Go to Southern Loggers Cooperative's website www.southernloggers.com to see more information and join the Cooperative.

\$5,000 Truck Rebate: 2019 Western Star Association Rebate for ALC Members and Affiliates



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- Rebate claim must be processed within 30 days of retail sale date.
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For information on ALC memberships, contact Danny Dructor at 409-625-0206 or Americanlogger@aol.com. Contact SCTPA, 803-957-9919, bcjpaw@windstream.net.

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1-800-371-2240 or bcjpaw@windstream.net

By Aaron Gilland

Protection From Eco-Terrorists



Loggers routinely operate in remote locations that are difficult to monitor, giving potential thieves the perception that the theft is low risk. Loggers should change that perception.

More recently, there have been indications that there is yet another risk to fuel and logging equipment.

You may have heard about the logger who was recently vandalized in Isle of Wight County Virginia. A

note was left on the equipment that stated: "Your destruction of habitat will no longer be tolerated.. this is only the beginning. ELF". Now, that note could be a deliberate attempt to mislead local law enforcement during their investigation, however, on the chance this is not a "fake lead", I thought a brief refresher may be in order.

The Earth Liberation Front (ELF), also known as "Elves" or "the Elves", is the collective name for the single individuals or covert cells who, according to the ELF Press Office, use the "economic sabotage and guerrilla warfare to stop the "exploitation and destruction of the environment."

Although clearly loggers must be on the alert for equipment and fuel theft any time they leave a work site in the evening, these types of eco-terrorist groups don't look to steal your property: they would rather destroy property to send a threatening message and stop the operation altogether.

Keep in mind that these eco-terrorist groups are not typical environmentalist. In some respects, we live in a golden age of ecological awareness. More Americans identify themselves as environmentalist now than at any time in the nation's history. Recycling programs, certification programs and Organic grocers of all kinds thrive.

ELF members see themselves as in a war. They have crossed the boundary between peaceful tree-sitter to violent fire bomber. The American version of the E.L.F. announced its existence to the forestry community in October 1996 by torching a United States Forest Service ranger station in Oregon. A few months later, the group declared its alliance with the A.L.F. (the Animal Liberation Front) which had been attacking mink farms and research laboratories since the early 1980's. "Leave the Forests alone," warned one communique, "and no one gets hurt."

According to Wikipedia, the ELF was founded in Brighton in the United Kingdom in 1992 and spread to the rest of the Europe by 1994. It is now an international organization with actions reported in 17 countries. The organization utilizes a leaderless resistance model, whose members are dedicated to taking the profit motive out of a environmental related enterprises by causing damage to property and subsequently economic loss.

The ELF was classified as the top "domestic terror" threat in the United States by the Federal Bureau of Investigation in March 2001, and its member classified as eco-terrorists. The name came to public prominence when they were featured on the television show 60 Minutes in 2005. The group further

(Continued on page 32)

(Continued from page 31)

highlighted in the 2011 Academy Award nominated documentary *If a Tree Falls: Story of the Earth Liberation Front*.

In the United States, the Earth Liberation Front was active mainly out west, but a few incidences in Tennessee also occurred in the mid-1990's. This latest incident was reported in Virginia and while this vandalism was focused on a logger, keep in mind past action of ELF targeted companies of all stripes.

The steps you would take to protect against eco-terrorists are similar to protecting your property from ordinary thieves. Loggers can take some very important steps to protect themselves.

RECOMMENDATIONS

It is recommended that organizations with exposure to the risks of sabotage, equipment theft or fuel theft should develop a security plan which implements daily defensive measures using some or all of the recommendations listed below:

- Securely lock equipment cab doors and provide locks for service access doors, fuel tanks, and master switches.
- Block vehicle access and prevent driving to within close proximity of equipment. Use gates when possible or use barriers of cut trees to block roads.
- In the case of a fuel trailer, consider pulling it out of the woods during off hours. If that is not feasible, then remove the pumping mechanism and security the trailer to a stationary object.
- When possible, leave equipment near the homes of friendly neighbors who are willing to observe the machines periodically. Do not park equipment unobserved next to public roads. Rather leave the equipment as far back in the woods as possible and avoid parking two or three machines together in one place.
- Install surveillance cameras to record all visitors to the site and post signs at the entrance to the job stating that the premises are under surveillance. The signs should read "Surveillance underway-internet connected."
- Installation of motion activated lights on the job site as well as motion activated alarms on equipment would warn if equipment is being abused and could also be a good deterrent.
- In areas known to be "trouble spots" consider hiring a local person to serve as night watchman who can patrol the area at night (preferably a retired or off-duty law enforcement officer).
- Talk with neighbors, hunt clubs, game wardens and deputies about the potential problem. If the situation warrants, camp out on the site.
- Notify the local sheriff's office since they may be able to patrol the area more often if they know to expect trouble. They may even use the situation to increase surveillance, hoping to catch a habitual offender in the act of committing a crime.





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TEAM SAFE TRUCKING UPDATE

By Miranda Gowell
January 2019

WHAT'S NEW THIS MONTH - SECURING OUR FUTURE

TEAM SAFE TRUCKING COURSES ON FACEBOOK - THEY HAVE THEIR OWN PAGE

SHARE AND CONTRIBUTE ON TEAM SAFE TRUCKING TRAINING TOPIC FACEBOOK SITES:
Speeding is Deadly, Distracted Driving, Truck Clearances, Preventing Rollovers and Driver Fatigue

LOGGERS COULD BE RECEIVING CONTINUING EDUCATIONAL UNITS FOR COMPLETING TEAM SAFE TRUCKING TRAINING

State logger training programs are reviewing Team Safe Trucking training courses considering making them approved for loggers to receive continuing educational units for completing the training. Check in with your State Training Program to see if your training can be used for CEU's.

TEAM SAFE TRUCKING AT THE FOREST LOGISTICS SUMMIT IN TIFTON, GEORGIA

Miranda will be attending the Forest Logistics Summit in Tifton, Georgia on January 25th and participating on a panel discussing New Driver Training Programs: Progress and Further Opportunity moderated by Tim Lowimore, Interfor

SFII LOG TRUCK SAFETY CONTINUING

EDUCATION IN MICHIGAN IN 2019

Team Safe Trucking has been asked to provide training on March 20, Baraga, MI, May 7, Newbury, MI, May 8, Gaylord, MI and on June 19 in Manton, MI.

NORTHEASTERN LOGGER ASSOCIATION LOGGERS PLUS EXPO.

Team Safe Trucking has been asked to speak at the Loggers Plus Expo, as well as provide four hours of training in Bloomsburg, PA on April 26, 2019.

TEAM SAFE TRUCKINGS IS WORKING HARD TO GET THE WORD OUT ABOUT TEAM SAFE TRUCKING TRAINING

Team Safe Trucking has been doing on average two speaking engagements a month in States throughout the United States to interested organizations. During these meetings there are a range of attendees from drivers to Timber Managers to Insurance companies and Mill managers. All attendees are very excited about the opportunities the Safety Training Program provides at all levels of the industry. During the last several weeks Team Safe Trucking has been averaging a new Team Safe Trucking Educational Sponsor each week. More people within the industry are being trained. Last week there were 37 courses completions up 3% from the previous week. There were 82 logins up 8% from the previous week. Currently there are 3,032 assigned courses to Team Safe Trucking users. The program reports the following that January has been over 186 users using the trainings in the first two weeks of January. The

most active course at this time is Clearances with nearly a 180 hours of training completed then Speeding and Distracted Driving. The program spells out the potential savings for Team Safe Trucking (The Forestry Industry) 99 less commute hours, \$5,558 training savings, 117 better skilled people and a -2.40MgCO2 environmental impact.

Monday appears to be the busiest training day for Team Safe Trucking's Forestry Transportation trainings completions with Tuesday's being the day where there are more users training.

SAFETY CONCERNS FOR THE FORESTRY TRANSPORTATION INDUSTRY ARE BEING REPORTED TO TEAM SAFE TRUCKING

Individuals, Associations and Organizations are reaching out to Team Safe Trucking to assist them with finding solutions to safety concerns they have with the Forestry Transportation Industry. Team Safe Trucking is listening and conducting research on those concerns and sharing findings on Facebook, in Team Safe Trucking monthly Newsletters and creating awareness campaigns using Team Safe Trucking ads to bring it to the attention of the Forestry Transportation Industry. So please if you have a safety concern for the Forestry Transportation Industry share that concern with Miranda Gowell and she will work hard to share the concern, research solutions and create awareness about your Forestry Transportation Safety Concerns.

YOU CAN HELP!

TST EDUCATIONAL SPONSORS

Weyerhaeuser, International Paper, Louisiana Pacific, Forestry Industry Safety & Training Alliance, American Loggers Council, Hancock Forest Management, Rayonier, Columbia Forest Products, Walsh Timber Company, Ward Timber, Alabama Loggers Council, Carolina Loggers Association, Texas Forestry Association, South Carolina Timber Producers Association, Mississippi Loggers Association, Specialty Market Managers, BITCO, Everest FMIC Insurance Agency, Forest Insurance Center Agency, Guffin and Eleam, Inc. Gaines & Critzer Insurance Agency, South Georgia Tech (Provided by INTERFOR), Coastal Pines (Provided by INTERFOR), Beech Island Timber and Construction

By Miranda Gowell
January 2019



WHAT YOU CAN DO TO HELP IN 2019?

HAND OUT TEAM SAFE TRUCKING DRIVER DAY FLYERS

Team Safe Trucking has created a Team Safe Trucking Driver Day hand out. You could help get these out to members of the supply chain, drivers and Forestry Transportation Business Owners.

INVITE MIRANDA GOWELL TO PRESENT TEAM SAFE TRUCKING

Miranda Gowell, Team Safe Trucking's Special Project Manager is available to visit your state and present all the benefits of becoming involved with Team Safe Trucking. Her presentation usually runs about 45 minutes and then there is typically a question and answer session.

ATTEND ONE OF TEAM SAFE TRUCKING'S SEMI-ANNUAL MEETINGS

Team Safe Trucking is holding two semi-annual meetings in 2019. One on February 21st at Hotel Ballast in Wilmington, North Carolina from 9AM to 5PM. The second semi-annual meeting will be held on September 24-25 at Perdido Beach Resort in Orange Beach, Alabama. During these meetings there are presentations from various members of the supply chain on how they are implementing Team Safe Trucking training and working to improve safety in the Forestry Transportation Industry. Participants are provided a time to comment, add ideas and discuss safety challenges for the Forestry Transportation Industry.

ENCOURAGE DRIVER SAFETY ON SOCIAL MEDIA

Share posts from the Team Safe Trucking Facebook page. Share safety ideas on the Team Safe Trucking Facebook page

HOLD A TEAM SAFE TRUCKING TRAINING DAY AND BECOME A TEAM SAFE TRUCKING TRAIN-THE-TRAINER

Team Safe Trucking holds weekly webinars for people who are interested in becoming a train-the-trainer for Team Safe Trucking. To register for the Wednesday 10AM-1045 eastern time webinar email Miranda Gowell and she will send you a registration link. miranda.gowell@teamsafetrucking.com

TRAIN-THE -TRAINER

MODULE ONE & MODULE TWO
EVERY WEDNESDAY
10-1045 AM
EASTERN TIME

JOIN THE EXECUTIVE COMMITTEE OR BOARD

Currently Team Safe Trucking is looking for a Secretary for Executive Committee Meetings. Next year Team Safe Trucking will be looking for someone interested in becoming the President of Team Safe Trucking. We are always looking for additional members for the Team Safe Trucking Board. Both the Executive Committee and Team Safe Trucking Board hold monthly calls and are involved in their states promoting Team Safe Trucking and guiding the direction of Team Safe Trucking. If you have an interest in becoming actively involved in Team Safe Trucking contact Miranda Gowell.

BECOME AN BUSINESS SPONSOR

Recently Team Safe Trucking has created a Business Sponsor package where businesses are provided with many marketing opportunities through Team Safe Trucking events, social media and promotional products. If you are interested in learning more contact me.

Miranda Gowell, Special Projects Coordinator
p: 877-339-7757 m: 207-841-0250
w: teamsafetrucking.com
e: Miranda.gowell@teamsafetrucking.com

Headache Racks

WHAT IS A HEADACHE RACK?

A logging truck should always come equipped with a logging headache rack for maximum security.

Aluminum or Steel for Headache Racks?

Steel Racks:

Truck drivers who prefer steel headache racks have to put some effort into routine maintenance in order to prevent corrosion. Steel Racks are heavy and impact the weight of your load. Historically, steel truck racks have been generally less expensive than aluminum racks of the same strength. Steel racks are constructed by welding various pieces together. Steel racks are typically installed on the trailers by others (not manufacturer supplied when purchasing trailers).

Aluminum Racks:

Aluminum, in its natural form, is very soft, too soft to be used for anything requiring structural integrity. The vast majority of headache racks sold these days are made from high-strength, premium aluminum alloys. Aluminum is not subject to corrosion. In fact, aluminum oxidizes when exposed to the air.

Oxidation creates a thin protective layer over the surface of the metal that naturally prevents corrosion. Aluminum racks typically are supplied on the truck by the manufacturer.

WHAT IS STEEL AND WHAT IS ALUMINUM CHEMICALLY?

Steel is an alloy made mostly of iron and carbon. It offers an extremely high tensile strength which makes it an ideal material for building construction, road construction, and the manufacture of everything from automobiles to tools. Steel is also very inexpensive to produce.

Aluminum is a natural element and a soft, ductile metal. If you took high school chemistry, you probably remember that the symbol for aluminum on the periodic table is Al. At any rate, aluminum is highly chemically reactive to the extent that it is rare to find it in a pure form in nature. Rather, it is embedded in ore – usually bauxite.

WHICH IS SAFER?

The answer to this question is different depending on resources.

CHEMICALLY EQUAL IN STRENGTH

According to manufacturers Aluminum Headache racks are the same strength as Steel Headache racks due to the combination of materials used in making the aluminum racks.

ACCIDENT INVESTIGATION REPORTS

Loss control professionals are reporting different findings when investigating logging accidents involving aluminum headache racks. Lives are in danger and logs go through the rack and cause more damage.

THEN WHAT COULD BE THE CAUSE?

Loss control professionals believe there is an increased safety factor of having racks welded to the trailer because they prevent/reduce forward movement of the logs when there is a sudden deceleration. When the headache rack is a distance from the logs and in a rapid deceleration, the logs come forward with more force and the barrier between the logs and the driver is the aluminum rack. To recap there are clear advantages and disadvantages between steel and aluminum racks, however accident investigation teams are reporting that headache rack positioning is important to the safety of drivers and equipment in sudden deceleration situations.



UPCOMING EVENTS

1

1/17/19 -Western Forestry and Conservation Association Improving Forest Harvest Operations Valley River Inn, Eugene, OR
1/25/18 Georgia Forestry Association and UGA Forestry to host a one-day long trucking summit at the University of Georgia-Tifton campus, TEAM Safe Trucking will be presenting

2

2/7/19 - 2/9/19 Sierra-Cascade Logging Conference
2/21/18 TEAM Safe Trucking Semi-Annual Meeting, Hotel Ballast, Wilmington, North Carolina 9AM-5PM
2/22/18 through 2/23/18 Carolina Logger Association Annual Meeting, Hotel Ballast, Wilmington, NC

3

3/5/19 Southeastern Wood Producers Association Annual Meeting
3/5/19 Southcentral Region Spring Meeting & Southern COFE Meeting
3/6/19 California Forestry Association Annual Meeting
3/6/19 Ohio Forestry Association Annual Meeting International Day of Forests 2019

4

3/14/19 Redwood Region Logging Conference; 5601 S Broadway, Eureka, CA
3/21/19 International Biomass Conference & Expo 2019 Forest Landowners Conference
3/22/19 Penn Starter Hotel and Conference Center
FRA Southcentral Region Spring Meeting & Southern COFE Meeting, Marriott Grand Hotel in Mobile Bay/Point Clear, AL

DMV Will Assist with PARTIAL Payment of Vehicle Registration/Renewals & Road Use Fees



Intra-State >26,000 GVW CMV Fees Notice - Act Now - Contact DMV as Instructed Below

INTRA-state CMVS >26,000 gvw have the option to pay their Registration (renewal) Fees and their Road Use Fee (RUF – former property tax) in two payments. (DMV is cooperating with fleet owners and attempting to claim this process from the Counties.)

As background, 2017's "Road Funding Bill", which among other things, amended Section 12-37-2810 (Truck Property Tax Code Sections). This trucking industry-supported initiative was to have moved 100% of the administration of the truck property tax system from the Dept. of Revenue, and Counties, to the Dept. of Motor Vehicles, while changing the former *property tax* on CMVs >26,000 gvw to a "Road Use Fee- RUF". This was to apply to both inter and intra-state fleets. It also allowed the state to capture new "property taxes" revenues from out-of-state fleets operating in the state via the new RUF. DMV is trying to work through this process and is offering to work with intra-state fleets to ease the cash-flow/payment process. SCTA is pushing for a complete administrative transfer.

CMV owners received a Vehicle Tax Notice in the mail from their county of residence. These notices may have lumped all vehicle-related fees into one lump-sum. The notices may have said, "DMV Fee", "Road Use Fee", or something of the sort. (The various Counties used inconsistent terminology.) These fees were to have been: Vehicle Registration + Road Use Fee (old p-tax) + any Local vehicle add-on fees. Also, some fleets had previously chosen to pay their CMV's Registration Fee on either a: biennial, annual or semi-annual basis. The notice would have included that choice/amount of payment-due in the lump-sum.

The Road Use Fee is calculated in the same way as the former Property Tax.

There are NO increases in Registration – OR - Road Use Fees.

The RUF is "Due" at the same time as registration. The RUF is to be paid prior to renewing the CMV's registration. Previously, this fee was a property tax paid to DOR in arrears. It is now paid in advance - and in order to renew/register the CMV.

The DMV is attempting to support fleet owners' cash-flow concerns by setting up a partial-pay process for these fees. There is a short-term, six-month license plate that is available to fleets. These plates renew in March and September, so taxpayers can also opt to split their RUF into two payments. These half-year plates are stocked in DMV branches statewide.

The Registration Fee can be paid per "customer choice": Biennially (2-years at once), Annually, Semi-Annually (six-month basis).

Six-month plates may be obtained from the local DMV. Thereafter stickers will be issued with payment of fees. As of now taxpayers must go to their DMV locations for these transactions.

If your County billed you for County vehicle add-on fees, you must pay them directly.

Please call **Kyle Shealy**, DMV Vehicle Services Business Analyst, at 803-896-9514 and/or **Larry Murray**, DMV Director of Vehicle Services, at 803-896-4879.

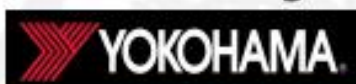
*Information provided to SCTPA by Rick Todd,
President of SC Trucking Association.*



\$100 NEVER TOOK YOU SO FAR.

...BREAKING NEWS...

After months of hard work, we have launched our new website. Members will now have access to their SLC invoices 24/7 with a member login! Amongst the new features are the "find the nearest station" to my location feature, an approved national tires and parts dealers with location info, fill out an application on-line and other features that will assist in the improved communication with our members. The SLC's founding "Cost-Cutting Mission" continues!



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Orangeburg, SC
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Pineland, TX
Covington, VA



Mark Your Calendar

March 2019

21 SCTPA Board of Directors Meeting, SC forestry Commission Headquarters, Columbia, 10:00 a.m.

April 2019

3 – 6 American Loggers Council Spring Fly In, Legislative Visits to The Hill & ALC Board of Directors Meeting
 10 & 11 TOP SFI Trained 2-Day Classes, Columbia. Contact Guy Sabin at Forestry Association of SC for Registration. Guy's Contact – 803-798-4170.
 16 Tentative: Richburg District Meeting, Front Porch Restaurant, SC Hwy 9 & I-77, Richburg, 7 p.m.
 18 Tentative: Walterboro District Meeting, Ole House Café, Walterboro, 7:00 p.m.
 23 Newberry District Meeting, Farm Bureau Office, Newberry, 7:00 p.m.

May 2019

3 – 4 Mid-Atlantic Logging & Biomass Expo, 10 Miles NW of Laurinburg, NC. Contact Jack Swanner, Expo Coordinator, 828-421-8444. malbexpo.com
 7 Tentative: Georgetown District Meeting, Bill's Low Country BBQ, Georgetown, 7 p.m.
 9 Tentative: Easley District Meeting, Fatz, Easley, 7 p.m.
 14 Tentative: Clinton District Meeting, Blue Ocean Restaurant, Clinton, 7 p.m.

District meeting dates may be changed. Meeting notices will be mailed prior to scheduled meeting. Meeting dates will be posted on SCTPA website ... www.scloggers.com.

Members & Non-Members are encouraged to attend our district meetings to know what the issues are affecting the industry.

Need SFI Trained DVD Class or other training?

SCTPA can provide the New DVD Training Module for SFI Trained status. SCTPA is an approved DVD training class facilitator and will be scheduling classes during the year. Other training programs are available for safety, driver training, equipment lockout & tagout, hazardous materials spill control on logging sites and forestry aesthetics.

Truck Driver Training Workshops will be scheduled. Watch the Mark Your Calendar section of this newsletter for dates. Notices for SCTPA workshops & events will be forwarded.

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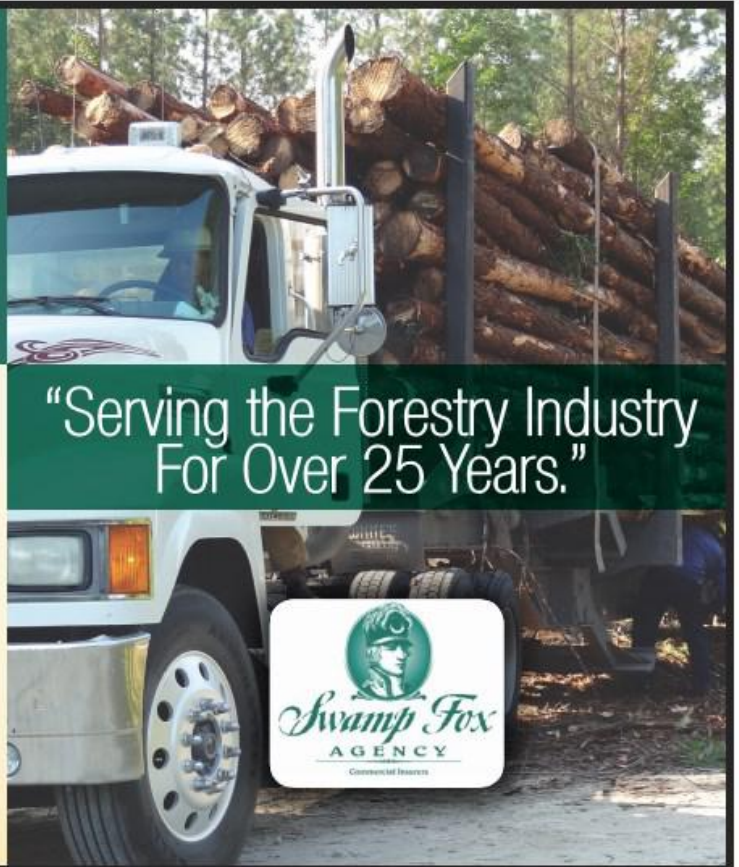
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Our Mission

The **Mission** of the *South Carolina Timber Producers Association* is to serve as the voice for timber harvesting and allied timber businesses to advance the ability of its members to professionally, ethically, efficiently, safely, environmentally and profitably harvest, produce and transport timber to meet the timber supply demands of our state by providing continuing educational and training opportunities, distributing timber harvesting, hauling, manufacturing and selling information, representing our members in national and statewide legislative activities, and aggressively promoting, supporting and conducting programs of state, regional and national advocacy.